SELF-LUBRICATING SINTERED SLIDING BEARINGS

Modern bearing technology in sintered metal: We have the right solution for you
SINTERED SLIDING BEARINGS FROM GKN SINTER METALS

GLOBAL MARKET LEADER
Sintered sliding bearings are an indispensable element of machinery, and GKN Sinter Metals is an expert in their development and production. Each year, we produce over one billion high-quality bearings for our customers.

- OVERVIEW OF MATERIALS
  Sintered iron and sintered bronze with GKN Development and design expertise for optimum customer satisfaction

- SPECIAL FORMS
  In addition to standard geometries such as cylindrical, flanged and spherical bearings, developments in powder metallurgy also enable complex geometries for special-purpose applications.

- FIELDS OF USE
  Typical automotive applications include bearings for windshield wipers, window mechanisms, seat adjusters, sunroofs and fan motors. They can also be used in a variety of smaller electric motors and household actuators, in the consumer goods industry or in general mechanical engineering applications.

- MEASUREMENT ENGINEERING
  - Oil content diagnostic/ soxhlet extraction
  - Testing of sintered density in accordance with DIN EN 2738
  - Infrared spectrum for lubricants
  - Chemical analysis of sintered materials

Relevant experience in sintered sliding bearing technology
Very broad selection of available materials and lubricants
Special-purpose equipment compression molds, furnaces, handling, sizing, deburring and impregnation
Technical support for customers in the design and application of sintered bearings
Established development partner
THE STRIBECK CURVE

The Stribeck curve indicates friction as a function of linear or rotational speed. The hydrodynamic range represents the ideal operating conditions for sintered sliding bearings.

PROPERTIES OF SINTERED SLIDING BEARINGS

- Self-lubricating
- Require no maintenance
- High surface quality
- Strict tolerances
- Low sound output
- Almost zero material abrasion
- Cost efficiency benefits
- Flexible forms

MATERIAL & TESTING STATIONS

- Stribeck curve
- Temperature curve
- Sintered bearing operating stations
- Friction coefficient determination

DESIGN

We solve your bearing problems!

- We help with the selection of the right materials

IN-LABORATORY SERVICE

- Analysis on motors
- Determination of remaining oil
- Pore distribution
- Roughness values
- Dimension testing
- Materials
- Bearing play
- Shaft properties

Friction coefficients relative to rotational speed

For applications that also function in mixed friction ranges, additional lubrication with solid lubricants is also possible.

The viscosity of the lubricant also plays a critical role in defining the characteristic form of the Stribeck curve and consequently also the tribological system of the application.
SURFACE PROPERTIES

The microroughness of the bearing surface enables just the right amount of lubricant to be transferred. Tests have shown that surfaces that are too smooth or too polished can diminish the capacity and the life of the bearing.

To achieve the perfect surface properties for the intended function, the calibration of sintered surfaces offers fascinating opportunities.

For optimum lubricant storage while ensuring that the oil can circulate through the open pores, GKN determines the optimum calibration level for the applications in question.

PRODUCTION PROCESS OF SINTERED SLIDING BEARINGS

The bearing sizes start from an interior diameter of 0.8 millimeters and can go up to 150 millimeters.

The calibration ensures that the specified tolerance, especially in the bore, is adhered to without closing the pores. The final step is impregnation under vacuum conditions using a suitable lubricant.
TOLERANCES

Our sintered sliding bearings can be manufactured in accordance with the primary DIN, ISO and MPIF standards, but can also deviate from these to meet your requirements.

Some testing methods used to determine the surface properties of compact materials cannot be used with PM materials due to their porosity. The surface roughness of PM components can be described with better accuracy and in particular better relevance to the given application using the Abbott curve.

ROUGHNESS OF BEARING SURFACES

Abbott curve measured in accordance with DIN EN 13565.
Dry lubrication under certain circumstances can achieve better friction coefficients than plastic bearings and coated bearings, for instance.

**SOLID LUBRICANTS:**
- Graphite
- MoS2
- Fe3O4

**Friction coefficients of various bearing types**

The range of applications of PM bearings
SINTERED IRON
• High cost efficiency
• For conventional use
• Radial load up to 4 N/mm²
• Speed up to 2 m/s

BRONZE & BRONZE LIGHT*
• Radial load up to 5 N/mm²
• Speed up to 3 m/s
• Good emergency running properties
• Stop & start operation
• Corrosion-resistant

* Lower-cost material mixture while maintaining constant performance

LOAD DIAGRAM
With critical requirements such as frequent stopping & starting, oscillating motion, superior heat discharge or anti-corrosion properties, we recommend the use of sintered bronze. For highly cost-efficient applications and with more moderate corrosion resistance requirements, sintered irons can be used. As the load diagram shows, the use of suitable materials enables the critical load curves to be moved up to higher values.

FROM PRECISION ENGINEERING TO HEAVY-DUTY INDUSTRIAL APPLICATIONS
Sintered sliding bearings have proven their value superbly for decades in all engineering disciplines. Their excellent bearing properties are significantly defined by the high level of precision in their manufacture and the porosity of the sintered material. Sintered bearings are deployed in almost all fields of industrial production, from simple guide bearings to high-load support bearings.

They range from minuscule bearings used in precision engineering to large-scale bearings in heavy-duty industry.

TRIBOLOGICAL SYSTEM
The three fundamental factors of a tribological system:
• Main body (bearing)
• Transmission medium (lubricant)
• Opposing body (shaft)

Only a perfect constellation of these three factors can create a technically flawless solution.
LIST OF LUBRICANTS

PHYSICAL PROPERTIES

VISCOSITY (FLOW PROPERTIES)
Viscosity is the internal friction (lubricant friction) of a fluid. Viscosity is a fundamental property that describes how thin or thick an oil is. The value is specified in units of mm²/s at 0 °C and 40 °C (formerly cSt).

VISCOSITY COEFFICIENT
These constants describe how dependent the viscosity is on temperature. It indicates the increase of viscosity relative to temperature. The lower it is (i.e. the flatter the viscosity/temperature curve), the better the viscosity/temperature properties of the oil.

DENSITY
This value remains almost constant within a single group of lubricants. In general, density rises with increasing viscosity. Density is also no conclusive indication of quality; it is simply a means of classification, for instance.

FLASHPOINT
The flashpoint defines the lowest temperature at which the oil fumes can catch fire as a result of an external ignition source.

POUR POINT
The pour point defines the lowest temperature at which the lubricant still flows.

COLOR
The oil color is no indication of its quality.

LUBRICANT TYPES

MINERAL OILS:
These are the most commonly used lubricants, not just because of their low prices, but also their good lubrication properties. They are used under bearing temperature conditions ranging from -20 to +80 °C.

SYNTHETIC OILS:
These purely synthetic products are categorized into chemically very different groups. Their advantage lies in their high purity level – a result of the production process – and their greater material consistency compared to mineral oils. The use of selective additives enables the physical properties to be enhanced.

The most important groups are:

Poly-alpha-olefins (synthetic hydrocarbons):
These have a broad practical temperature range of -40 to 120 °C and for brief periods of up to 150 °C. Their fundamental chemical structure is similar to that of mineral oils, but they have a superior viscosity/temperature coefficient and high load capacity.

Ester oils:
These have a practical temperature range of -50 to 100 °C. They have excellent wetting properties and are resistant to low temperatures. This lubricant can be aggressive on plastics and requires compatibility testing.

Silicone oils:
These have a broad practical temperature range of -60 °C to +180 °C. They have a high viscosity coefficient, meaning that it performs very well in its viscosity to temperature ratio. They are less resistant to stress than mineral oils. Silicone oils cannot be mixed with other oils.

Disadvantage: Flow properties

Perfluorinated polyether oils:
High-temperature lubricant oils for temperatures from -50 °C to around 200 °C. They exhibit very low evaporation losses and are suitable for very long service lives at high temperatures.
### VISCOSITY DIAGRAM

Viscosity relative to temperature for different oil types

#### OTHER PHYSICAL PROPERTIES

**Evaporation Loss**

Evaporation loss is the weight loss of the oil expressed as a percentage when heated.

**Plastic Compatibility**

When installing sliding bearings made of sintered metal in plastic housings, or when using axial thrust washers made of plastic, their compatibility with the lubricant must be tested beforehand.

### VISCOSITY DIAGRAM

<table>
<thead>
<tr>
<th>OIL TYPES</th>
<th>VISCOSITY AT 40°C (mm²/s)</th>
<th>POUR POINT (°C)</th>
<th>Practical temperature range (°C)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MINERAL OILS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>68</td>
<td>-25</td>
<td>-20</td>
<td>-20 ⇒ +80</td>
</tr>
<tr>
<td>100</td>
<td>-20</td>
<td>-15</td>
<td>-15 ⇒ +80</td>
</tr>
<tr>
<td>150</td>
<td>-15</td>
<td>0</td>
<td>0 ⇒ +80</td>
</tr>
<tr>
<td><strong>SYNTHETIC OILS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Poly-alpha-olefins</td>
<td>68</td>
<td>-50</td>
<td>-40 ⇒ +120</td>
</tr>
<tr>
<td>100</td>
<td>-50</td>
<td>-40</td>
<td>-40 ⇒ +120</td>
</tr>
<tr>
<td>150</td>
<td>-50</td>
<td>-40</td>
<td>-40 ⇒ +120</td>
</tr>
<tr>
<td>Ester oils</td>
<td>68</td>
<td>-60</td>
<td>-50 ⇒ +100</td>
</tr>
<tr>
<td>150</td>
<td>-60</td>
<td>-50</td>
<td>-50 ⇒ +100</td>
</tr>
<tr>
<td>Silicone oils</td>
<td>100</td>
<td>-65</td>
<td>-60 ⇒ +180</td>
</tr>
<tr>
<td>Perfluorinated polyethers</td>
<td>150</td>
<td>-65</td>
<td>-50 ⇒ +200</td>
</tr>
</tbody>
</table>

Overview and properties of lubricants.
BEARING FORMS AND LUBRICANT CONTENT

OIL CONTENT
Sintered bearings have a pore volume of between 15 and 30 percent, and these pores are used as an oil reservoir for the bearing’s entire service life. Mineral and synthetic oils are used for lubrication.

The lubricant reaches the friction area via the pores, with a system of balance developing over the course of the bearing’s operation.

Example: Timer gear

- CYLINDRICAL BEARINGS
This most cost-effective form of bearing is primarily pushed into a pre-processed bearing bore using a mandrel.

Example: PC fan

- FLANGE BEARINGS
Differ from cylindrical bearings with their flange on one side. This serves as a restraint during installation, and in certain cases, also serves as a larger support when placed under axial loads. This form of bearing also needs to be pushed in using a mandrel.

Example: Timer gear

- SPHERICAL BEARINGS
Guarantees autonomous re-alignment of the bearing bore. The bore diameter remains unchanged when installing the spherical bearing. However, the installation is somewhat more complicated.

Example: PC fan

- SPHERICAL BEARING WITH EXTENSION
The main purpose of the extension is to compensate for any in-between spaces.

Example: Timer gear

Weight: 0.520 g
Porosity: 20%
Oil content: 0.0105 g
Service life: 10,000 h

Weight: 1.450 g
Porosity: 25%
Oil content: 0.040 g
Service life: 30,000 h
**SINTERED SLIDING BEARINGS QUESTIONNAIRE**

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Company</td>
<td></td>
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<tr>
<td>Company address</td>
<td></td>
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<tr>
<td>Telephone</td>
<td></td>
</tr>
<tr>
<td>Fax</td>
<td></td>
</tr>
<tr>
<td>Contact person</td>
<td></td>
</tr>
<tr>
<td>1) Bearing form</td>
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<tr>
<td>2) Bearing material</td>
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<tr>
<td>3) Bearing dimensions</td>
<td></td>
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<tr>
<td>4) Description of application</td>
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<tr>
<td>5) Installation orientation</td>
<td></td>
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<tr>
<td>6) Mode of operation</td>
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<tr>
<td>7) Required service life</td>
<td>h</td>
</tr>
<tr>
<td>8) Speed</td>
<td>rpm</td>
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<tr>
<td>9) Lubricant reservoir</td>
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</tr>
<tr>
<td>10) Oil type</td>
<td></td>
</tr>
<tr>
<td>11) Total bearing load (radial)</td>
<td>N</td>
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<tr>
<td>12) Specific</td>
<td>N/mm²</td>
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<tr>
<td>13) Bearing load (axial)</td>
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</tr>
<tr>
<td>14) Bearing operating temperature</td>
<td>°C</td>
</tr>
<tr>
<td>15) Ambient temperature</td>
<td>°C</td>
</tr>
<tr>
<td>16) Shaft material</td>
<td></td>
</tr>
<tr>
<td>17) Shaft hardness</td>
<td></td>
</tr>
<tr>
<td>18) Shaft roughness</td>
<td>μm</td>
</tr>
<tr>
<td>19) Housing material</td>
<td></td>
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<tr>
<td>20) Bore tolerance</td>
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</tr>
<tr>
<td>20) Misc. details</td>
<td></td>
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</tbody>
</table>
GLOBAL SALES OFFICES

AMERICAS
USA
1670 Opdyke Court, Auburn Hills, MI 48326-2431, USA
infonao@gknpm.com

MEXICO
Av. Dr. Jesús Valdes Sánchez 1
Parque Industrial Amistad Chuy María 38187 Apaseo el Grande, Guanajuato
infomexico@gknpm.com

BRAZIL
Av. Emancipação, 4,500
CEP 13186-942
Hortolandia – SP, Brazil
infobrazil@gknpm.com

ASIA
CHINA
Suite 1105-1110, POS Plaza
1600 Century Avenue
Pudong, Shanghai 200122, China
infochina@gknpm.com

INDIA
146 Mumbai - Pune Road
Pimpri, Pune 411018
Maharashtra, India
infoindia@gknpm.com

JAPAN
Senri Life Science Center Bldg. 12F
1-4-2 ShinSenri Higashi-machi
Togonaka-city, Osaka, 560-0082
Japan
infojapan@gknpm.com

EUROPE
UNITED KINGDOM
Unit 7 Chestnut Court, Jill Lane
Sambourne, Redditch
Worcestershire, B96 6EW, UK
infouk@gknpm.com

GERMANY
Krebssteg 10
42477 Radevormwald, Germany
infogermany@gknpm.com

ITALY
Fabrikstraße 5
39031 Bruneck (BZ), Italy
infoitaly@gknpm.com

SWEDEN
Gothenburg, Sweden
infosweden@gknpm.com

FRANCE
6 Lotissement les Cruzettes
38210 Tullins, France
infofrance@gknpm.com

TURKEY
Istanbul Ataturk Havalimani serbest bolgesi
L Blok No.2
34449 Yesilköy-Istanbul/Turkey
infoturkey@gknpm.com

Over 30 locations in 13 countries on 4 continents
For specific details and contact information please write to us at contact@gknpm.com or visit our website www.gknpm.com